

AT SEA



boat. Vessels lying in the upper bay dropped extra anchors to hold them.

Every pilot steered by compass during the thick of the storm, and the boats on many lines were behind time. No casualties were reported up to 6 p. m.

Sound steamers caught the storm, but all of them reached New York in safety. The Fall River steamer *Albion*, which left Fall River at 5 o'clock last Tuesday night with 300 passengers, did not make her pier until noon yesterday. Captain Nicholson anchored off Bridgeport and waited for daylight.

The *Richard* was another late arrival, but she made her East River berth safely. The *Norwich* liner City of Lowell arrived on time.

The American liner *St. Louis*, the White Star liner *Mauretania* and the Red Star liner *Neptunia*, all outward bound, were held up by the storm, but they managed to slip through the Narrows late in the afternoon and put to sea.

HAD TO PUT HER IN TROUSERS

Old Lizzie Stout Found in a Brooklyn Snowdrift and Rescued by a Policeman.

Half buried in the snow that was piled by the wind back of the transfer sheds of the Nassau trolley line at East Broadway and Rogers avenue, Brooklyn, Policeman Coddington saw what he thought was a bundle of rags. He paid no attention to it, and was walking away when he heard a feeble moan. Lifting a ragged shawl he saw that the bundle of rags enveloped an old woman who was overcome with cold and hunger and was unable to speak. Her clothing was torn, and the rags were frozen stiff.

Picking the old woman up in his arms the policeman carried her to the Flatbush Avenue Station. Her body was so emaciated by long privation that she was a trifling burden to him. Taking her to the squad room he placed her in a chair before the stove, and then tried to learn from her who she was and where her home was. She was unable to speak, even when she regained consciousness. For more than half an hour she seemed dazed by her sufferings, and did not comprehend the questions put to her.

At last she recovered enough to say that she was Lizzie Stout, sixty years old and homeless. She said she had been in the Alms House, but was discharged a few days ago. With no home and no friends, she wanted to die, and asked the policeman to leave her alone.

An effort was made to find some dry clothing for her, so that she could be taken to a shelter, but there were no women's garments in the police station. As a last resort, the policeman gathered up some of her old garments and, clothed in these, the old woman was taken to court.

The strange appearance she presented as she was arraigned before Justice Steers caused much comment. At her own request, she was sent to jail for ten days. After the sentence was pronounced, she said:

"Thank you, Judge. I am sixty years old and did not always want. You are thoughtful in making the sentence, long enough so I can have a Christmas dinner."

DEEP SNOW ON LONG ISLAND.

Railroad Trains Stalled in Drifts Twenty Feet in Depth—Damage in Brooklyn and Vicinity.

Throughout Brooklyn, Long Island City and other Long Island towns there was great delay on the trolley and steam railroad lines. Scarcely a train on the Long Island Railroad came in on time, and most of them were provided with two engines. One train on the Flushing division was stalled early in the morning, and the passengers had to walk to Corona.

Mrs. Belle Peterson, of No. 407 Fourth avenue, Brooklyn, was blown to the ground at Bath avenue and Bay Twentieth street. Her head was badly cut.

Three trains en route from the city to Poughkeepsie, the 4 o'clock mail train from Sag Harbor is stuck at Moriches in a snow bank twenty feet deep. The passengers are still aboard and expect to remain there all night, without food. Two freight trains are snowed out at Bellport, near Ronkonkoma. A freight train from the East ran into a snowdrift at Bellport, and in less than an hour a freight bound east ran into the drift only a few hundred feet ahead. The trainmen are suffering frightfully from the cold. They are insufficiently clad for working in the heavy snow. They had had no food since morning, and it was impossible that they would procure much last night.

Trains on all the Long Island Railroad divisions centring at Hicksville are delayed from forty minutes to three hours. The trains from the Greenport branch report the snow badly drifted in the vicinity of Ronkonkoma. On the North Shore line things are reported in an equally bad state. Colby Island was again at the mercy of the wind and waves last night. On others say that never within their recollection has the wind blown at such a velocity as today. Luckily the wind was off yesterday morning. The high waves made further travel along Sea Beach avenue. It was fortunate for the owners of the Ocean Hotel that it had been moved 200 yards inland a few days ago, as it must surely have been swept into the ocean had it remained in its old place. As it was, the cellars were flooded and considerable damage done to the first and second stories.

Just above the Brighton Beach Hotel the sea made a big channel to Sheepshead Bay. The meadows along Coney Island Creek were flooded, and the inhabitants of the huts that line the tracks of the Nassau trolley road had to climb out of the windows this morning.

At Bath Beach, Bensonhurst, Fort Hamilton and Bay Ridge, bulkheads were damaged and board walks were partly washed away.

SHIPS WRECKED ON THE NORTH COAST.

Schooner *Ulrica*, Heavily Laden, Dashed on a Bar Off Nantasket.

Half-Frozen Crew Rescued by Life-Savers, One Man Being Drowned.

The Puritan Driven Ashore, Her Seamen Being Saved by the Breeches Buoy.

BIG STEAMERS REMAIN IN PORTS.

Furious Storm Puts a Stop to All Traffic by Water—Many Coasters Believed to Have Gone Down—Shores Strewn with Wreckage.

Boston, Mass., Dec. 16.—The blizzard swept this section with furious force. Skippers of coasting craft heeded the warning signals of the Weather Bureau and scudded for shelter. Several wrecks are reported, and a great many minor casualties, ashore and afloat. On land there was some interruption to railroads, and the wires suffered somewhat.

A dispatch from Seaside states that the three-masted schooner *Puritan*, Captain Harding, which left Portland Monday for Glen Cove with a cargo of empty syrup barrels, ran ashore there early this morning, and now lies high up on the beach.

The *Puritan* is of 641 tons and was formerly the barkentine *Charles L. Pearson*. She was built by Campbell & Brooks, at East Boston, in 1873. The vessel is insured in the Boston Marine Insurance Company.

Along the Maine Coast.

The storm was severe along the Maine coast. The wind and snow practically forced a general suspension of business. It was reported from the United States life saving station at Cape Elizabeth that it was impossible to see even a few feet ahead. There was a tremendous sea running and the spray was reported to have been flung over the lighthouses. The fishing schooner *My Fancy* is on the rocks at Long Island, and will probably prove a complete loss. The crew reached land in safety. It is feared that many coasters were caught out.

In Boston the coastwise steamers all remained tied up to their wharves.

The storm swept the beaches and wrought havoc with the cottages and bath houses, whose wreckage, mingled with the cargo of lumber from the wrecked schooner *Mystery*, littered the sands for a mile or more.

Small Craft Injured.

At Plymouth the fishing schooner *Lucy Deella*, of Gloucester, parted both her anchor chains and touched on White Flat and then went into the wharves at great speed, striking a schooner hauled up for the winter, breaking in her stern. She then ran up into the dock and her bowsprit was forced through a building, by which she was lying at anchor, near the Plymouth Iron Foundry, not much damaged.

The *Annie Lee*, a schooner that was wintering alongside the wharf at Plymouth, broke away and drifted around the dock, doing some damage.

At the head of Plymouth Beach great damage was done. The sea washed the seaweed up over the electric street railway tracks and the band stand at Park Beach was washed away. Much damage was done to the smaller cottages and breakwater in that vicinity.

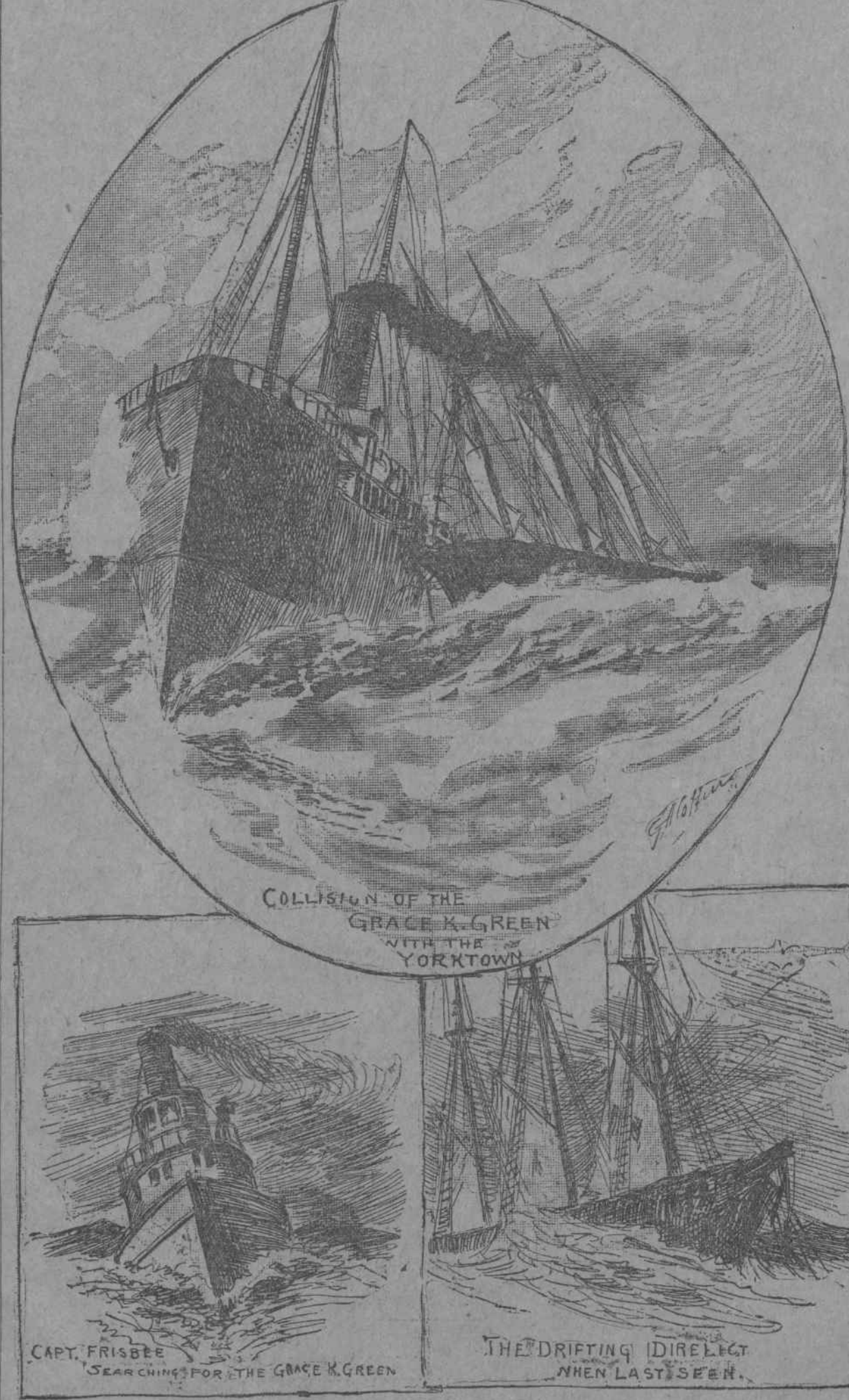
The brig *Ernestine*, of Portland, from Jewett's Cove, with less at anchor in Gloucester Harbor, dragged ashore today on Rocky Neck, and an unsuccessful effort was made to haul her off. A portion of the cargo may have to be discharged in order to float her. She is 400 tons, and was built at Yarmouth, Me., in 1868.

Philadelphia, Dec. 16.—Captain Rubell, of the steamer *Maverick*, here from Portland, reports that there is an unknown schooner ashore on Joe Flogger shoal.

TWO BARGES DRIFTING.

The tug *Ice King* loses her tow, the *Chalmette* and *Charter Oak*.

Newport, R. I., Dec. 16.—The tug *Ice King* arrived here this afternoon minus her tow of two barges, the *Chalmette* and *Charter Oak*. The *Chalmette* is reported to be lying off here, but nothing has been heard of the *Charter Oak*, which belongs to New Bedford. The *Chalmette* belongs to Boston. A heavy sea is running and the weather is still thick.



ALL TRANSIT LINES BLOCKED.

Cable Cars Delayed; the Big Bridge Impassable to Trucks; "L" and Ferryboats Slow.

That traffic should be delayed was inevitable. Every transportation company felt the effects of the storm to some extent, and to the surface roads it meant a big financial loss, both in the decrease of the number of passengers carried and in the extra expense necessitated by the snow ploughs and sweepers.

Of all the lines the "L" suffered least and profited most. It ran its usual number of trains, and they were only slightly behind the schedule time during the worst of the storm. To atone for this they carried 25 per cent more passengers in those cars who, usually patronizing the surface cars, were driven to the elevated by the blockades on the street.

The bridge promenade was almost entirely deserted, and not one-half the usual number of teams crossed the big structure. No loaded trucks were allowed to cross. As a consequence, the policemen at the drawways were kept busy turning back truckmen who wanted to cross. These were forced to use the ferries, and, as these were hampered by the storm, the congestion of traffic was great and the consequent delay considerable.

Ferries Greatly Hampered.

The ferries ran the usual number of boats, but the time required for a trip was half again as long as ordinarily, and the number of passengers much less. Only persons forced by business to do so made

the trips on the Staten Island boats, owing to the condition of the roads to the island there was almost no teaming.

The delay on the railroads was not so great, though there were few trains which came in on time. The storm effected those from the West most severely, and they were from one to three hours late. At a consequence there was much delay in delivering mails in this city. Mails from Chicago, which are usually delivered at business hours by 2 o'clock, did not reach the city until nearly 3, and in some instances were even later, so that letters will not be delivered until this morning.

The delay in the telephone companies was considerable, and the telephone lines also suffered. Many wires in Harlem and suburban town were down, and the local service was greatly impeded. The trunk lines to the main cities were in good shape, and nearly all the damage sustained by the companies had been repaired last evening, so that it is thought that by this morning both the telegraph and telephone companies will be able to give their customary service.

ALL NEW ENGLAND FELT IT.

All New England came within the range of yesterday's storm. The snow piled up in some places as high as eight inches, and the high wind that prevailed prevented virtually all the shipping in the ports along the coast from venturing out.

In Boston the wind attained a velocity of thirty-two miles an hour, and in New Haven fifty-five miles. The wind drove the snow and sleet into the face with such intensity that travel in the streets was almost impossible.

Street car traffic was almost at a standstill in Worcester, and at Providence considerable damage was done by the snow and high wind to telephone and telegraph wires. Hartford's situation was also a severe one.

DRIVEN BY STORM TO PRISON CELLS.

Poor Human Craft Seek Even These Forbidding Ports for Shelter.

Adolph Hornman Pleads with a Magistrate to Let Him Rest in Jail.

Hungry Youth Thrusts His Fist Through a Window Pane That He May Be Arrested.

LITTLE BOYS ASK FOR REFUGE.

One Lad Says He Was Driven from Home by a Cruel Mother; the Other Says His Mother Is Too Poor to Support Him.

Clad only in a thin summer suit and faint from hunger and exposure to the cold, Adolph Hornman walked into the Essex Market Police Court yesterday and begged that he be committed to the Workhouse, so that he could have food and shelter. In a tremulous tone he pleaded with the Magistrate for imprisonment.

Hornman's appearance showed that he was far different from most of those who are brought into the court, and he was questioned as to his life. In response he told a sad story. Years ago, he said, his father was a prosperous merchant in Germany. He worked in his father's store as a clerk until his father died and the business passed to a brother. He could not get along with his brother, and after several quarrels came to this country to seek his fortune.

He lost his money and having no trade had difficulty in finding work. His last place of employment was tending a St. Andrew's coffee stand at Pier No. 3, East River. He lost the situation two days ago. He was sent to the Workhouse.

Emil Bruszkowski, a young Russian, went into a restaurant at No. 29 Bridge street and asked for something to eat and a place to sleep. He was driven from the place. A moment later he went back and threw his fist through a plate glass window. For this he was promptly arrested.

"I was driven to desperation by hunger and cold," he said to the police.

He was fed and placed in a cell in the comfortable building along the beach, given his penknife so he could end his life. Two boys, who gave the names of Frederick and John Langer, aged thirteen and fourteen years, respectively, went to the Essex Market Court yesterday morning and asked to be given a home. The father boy says his mother is a servant and too poor to support him. The other boy said his mother lived at No. 445 East Ninth street and that she had thrown him out of doors. Both lads were poorly clad. They were held by the Gerry society officers pending an investigation of their stories.

FURMAN CLEANS THE STREETS.

Waring Declares an Emergency, and the Snow Contractor Puts a Mighty Army to Work.

The storm came just at the right time to bother Commissioner Waring. The contract for cleaning the streets of snow was only let a week ago, and G. N. Furman, contracting agent of the Barber Asphalt Company, to whom it was awarded, had not got his force of men organized. Under his contract, Mr. Furman is not required to begin cleaning the streets until the snow has stopped falling, and as it kept snowing all day, he devoted the time to organizing his force.

Then, suddenly Commissioner Waring set all plans by announcing that an "emergency" existed, and ordering that the work of removing the snow be begun at once. Mr. Furman telephoned to his ten different superintendents, among whom he had divided the city; they notified their foremen, and the latter called out the laborers. Then a big sign was hung out of the windows of the snow contractor's office. It read:

3,000 CARTS WANTED.

As a result of these endeavors, in less than two hours more than 2,000 men and 1,000 carts were at work in all parts of the city. From the Battery to Harlem, the streets were being cleaned.

Working in gangs of four or five, each under a boss who kept them busy, they piled the snow into heaps and loaded the carts. These were of all varieties, from rumble-down express wagons to huge coal carts drawn by well-kempt horses. The carts deposited their loads on the nearest "dump" on the river front, and hurried back for other loads.

Last night more than 2,000 carts were at work, and besides the drivers, there were about 3,000 shovellers. Most of these men were out of work and the money they received from Contractor Furman was most welcome. Many of the lads came from the Cooper Union, St. Bartholomew's labor bureau and other charitable agencies. Unless there is another fall of snow today the streets should be clean by noon, except in some parts of Harlem furthest from the dumps. Even they will be in good shape before evening.

STORM TRIPS UNWARY FEET.

Blizzard Sets Many Snarls by Which Men and Women Fall and Are Injured.

There were many minor accidents during the storm, though most of them were of such a trifling nature that they were not reported to the police.

Thomas Brennan, twenty-five years old, a driver, employed by the Street Cleaning Department, and living at No. 321 East One Hundred and Twenty-fifth street, fell from his cart at Jefferson and Boston avenues. Before he could get up he was overcome by the cold and was removed to the Fordham Hospital. He was not seriously hurt.

Fred Porter, fifteen years old, a school boy, of No. 9 West Thirty-second street, had a bad fall on the ice in front of No. 322 Church street, spraining his right ankle and severely bruising his leg.

John Murphy, a homeless man, fifty years old, fell in the snow at West Sixth street and First avenue yesterday and broke his left leg. He was sent to Bellevue Hospital.

James Crawford, aged sixty, of No. 543 West Fifty-seventh street, fell at Tenth avenue and Fifty-third street and hurt his back. The police took him to the Roosevelt Hospital.

Alexander Frankenstein, thirty-six years old, of No. 943 Moore street, Hoboken, employed as a porter at No. 308 Washington street, this city, slipped on the snow while loading a truck there yesterday and broke both bones of his right leg. He was taken to Hudson Street Hospital.

At Chambers and Washington streets last evening Michael Ponsolt, sixty-three years old, who said he was a fruit pedler, of Astor Park, N. J., sprained his ankle by falling on a slippery crossing. He was taken to Hudson Street Hospital.

ALONG THE ATLANTIC COAST.

Terrible Sufferings of the Long Island Fishermen and Members of the Life Saving Crews.

The storm caused great suffering among fishermen on Long Island. A number of fishermen in the west bay are stranded and there is much fear for the safety of some of their boats and some of their crews. A number of oystermen and fishermen were out when the storm came up so suddenly. When the hail first set in a number of the boats at anchor at the south of Oak Island took to their sails. The storm was so heavy yesterday that it was impossible to see whether these boats were riding safely at anchor or not.

Even if the fishermen were safe there is great suffering among them from cold and want of food. The boats that ply on the western portion of Great South Bay do not go prepared for more than a day's work. There is no food at all on some of the boats.

The Government life saving crews have suffered more than at any other time since the great blizzard of 1888. The crews from Fire Island to Montauk have been on duty since the hail first struck the coast, at 8 o'clock on Tuesday night. Two patrolmen have gone out on every patrol since the storm set in. It was deemed unwise to send one at a time. Some of them had to fight their way along the beach, and many have frost bitten faces and feet. No vessels have been reported ashore yet.

Captain Wardlaw, of the Montauk Life Saving Crew, says the abandoned schooner *Grace K. Green*, which was drifting under full sail when seen off Polaris point, N. Y., has evidently foundered and sunk. The life saving crews along the Jersey coast took precautionary measures by doubling their patrol, but report nothing more.

WHAT "L" ENGINE KILLED HIM?

Trackman, Blinded by the Storm, Meets a Terrible Death—Another Train's Victim.

The storm was responsible for the death of John Cully, chief trackman on the Ninth Avenue Elevated Road, blinded by the fierce wind which was driving the sleet into his face, he failed to see a train as it approached him and he was run down and instantly killed.

It was on the Ninth Avenue tracks between Forty-first and Forty-second streets that Cully met death. He and a track walker, named Bradshaw, had been examining the elevated structure south of Forty-second street, and were returning to the station about 7 o'clock in the morning. At that time the storm was at its height and the wind was blowing from the north at the rate of fifty miles an hour, driving the sleet before it so that it stung like needles when it struck the flesh.

Cully was blinded up and had a cap pulled down over his ears. It was this, probably, that caused him not to hear the train as it approached. Bradshaw, who was in advance, heard the rumble of the train and stepped from the track. He thought Cully had done the same and after the train passed he hurried to look for him. Then he saw that Cully was not near him.

Cully's body was found lying on the track, terribly cut. Bradshaw says the engineer of the train which killed Cully blew his whistle while some distance away. The police think this could not have been possible, or it would have been heard by so experienced a man as Cully. Morlando Zannino, an Italian laborer, thirty-five years old, of Virginia avenue, Elizabeth, was struck and instantly killed by a train on the Pennsylvania Railroad near Waverly, N. J., yesterday morning. Zannino, with a gang of laborers, was at work shovelling snow from the track when a westbound train came thundering along, and before he could get out of the way it struck and hurled him about thirty feet. The accident gave rise to a story that a train had plunged into a gang of laborers, killing one and maiming several others. The railroad people deny this, however, and say that Zannino was the only one struck.

For Christmas the new games, "Wide World" and "Pillow-Box."